

Capt. Albert C. Trakowski who succeeded Colonel Duffy as MOGUL Project Officer, confirmed in a recent interview that the debris mistaken for part of a flying saucer was flown to Wright Field (now Wright-Patterson AFB) OH, not for scientific analysis as alleged by UFO theorists, but for Colonel Duffy's personal identification. *Photo Courtesy of Col. Albert Trakowski.*

MOGUL Project Scientist Dr. James Peoples. Peoples's decision not to bring the radiosonde tracking equipment for the NYU field trip in June 1947 prompted Project Engineer C.B. Moore to attach additional radar targets to the MOGUL balloon trains. The targets, seldom used in the continental United States, were recovered by the rancher and mistaken to be part of a flying saucer.

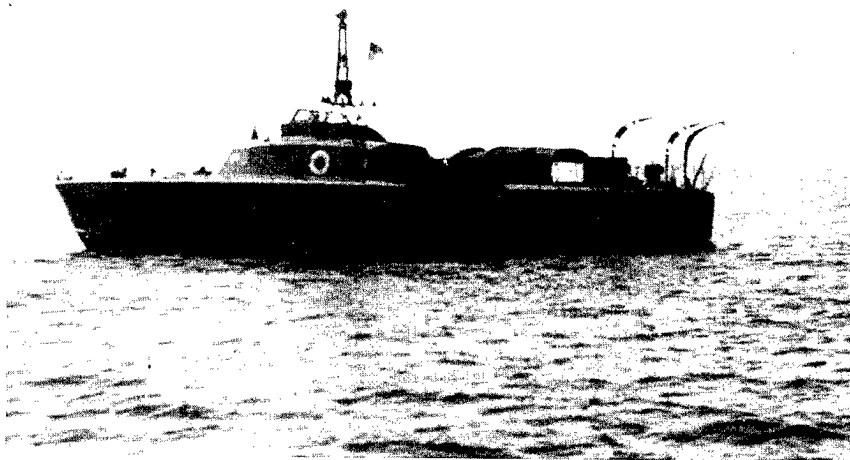




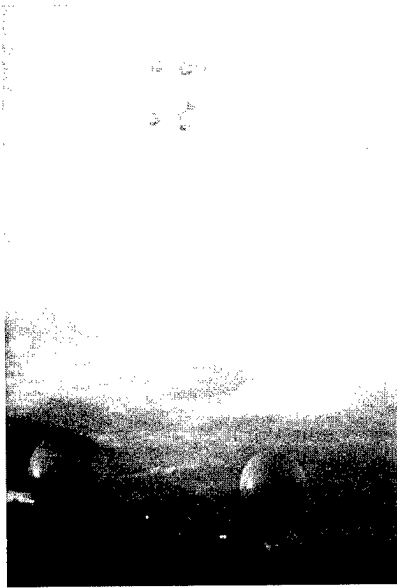
Charles B. Moore, NYU Constant-Level Balloon Project Engineer. Moore pioneered the use of polyethylene balloons for upper atmospheric research. He launched NYU flight No. 4 on June 4, 1947, which was the balloon train most likely to have caused what is known today as the "Roswell Incident." Moore is presently Professor Emeritus of Atmospheric Physics at New Mexico Institute of Mining and Technology, Socorro, NM. *Photo Courtesy of C.B. Moore.*



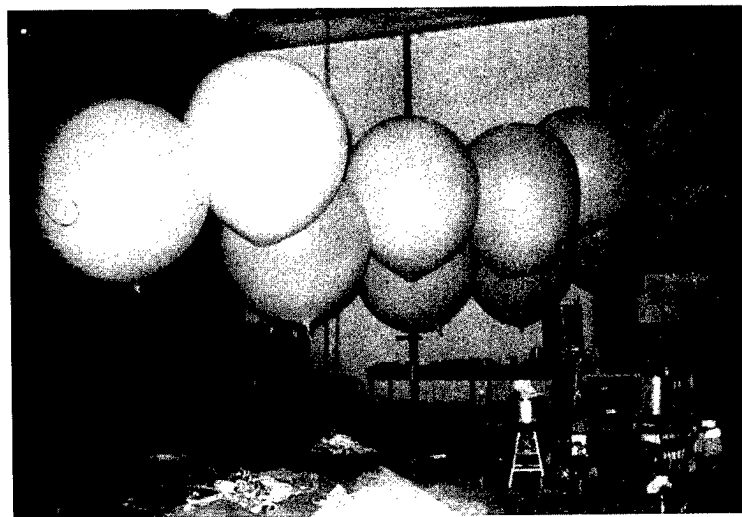
Sitting in the back of the truck (left) is a U.S. Army GR-3 Sound Ranging Set, normally used by field artillery observation units but adapted for use in Project MOGUL. The set was employed for the MOGUL operations at White Sands Proving Ground in July 1947. **The detonation, or "shot" (right),** of 500 pounds of TNT was monitored at White Sands Proving Ground, NM, in July 1947, by Project MOGUL balloon and ground-based sensors. *Photo Collection of Albert P. Crary.*



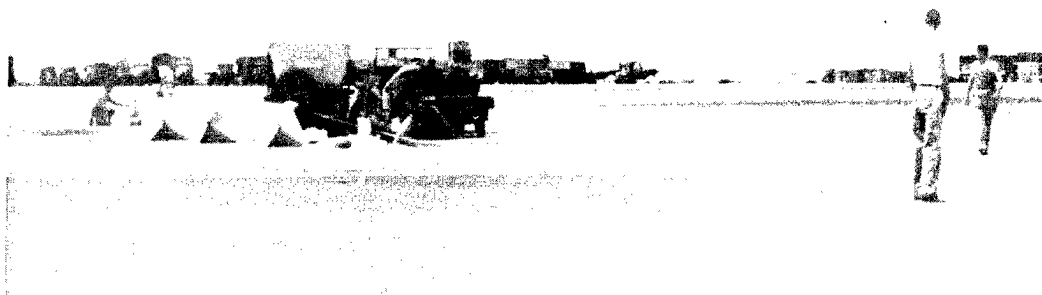
This modified PT boat that was assigned to Project MOGUL is shown here off Block Island, RI. Col. Marcellus Duffy eliminated it and several others from the project when Headquarters U.S. Army Air Forces expressed concerns over the progress of MOGUL under the previous project officer. *Photo collection of Albert P. Crary.*



Launch of Project MOGUL neoprene balloons, Alamogordo AAF, NM, June 1947. While awaiting the experimental polyethylene balloons, NYU engineers utilized long trains of the smaller neoprene balloons as a stopgap method of placing their acoustic sensors in the upper atmosphere. These balloon trains consisted of a variety of equipment and measured more than 600 feet long (*see Atch 25*). *Photo Collection of Albert P. Crary.*



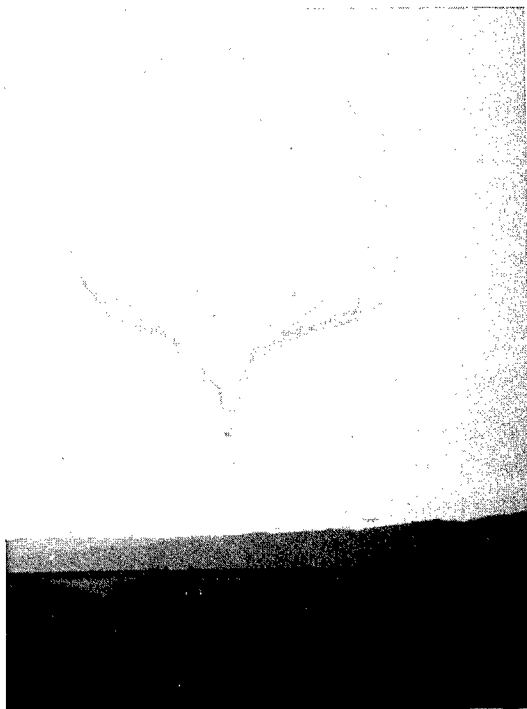
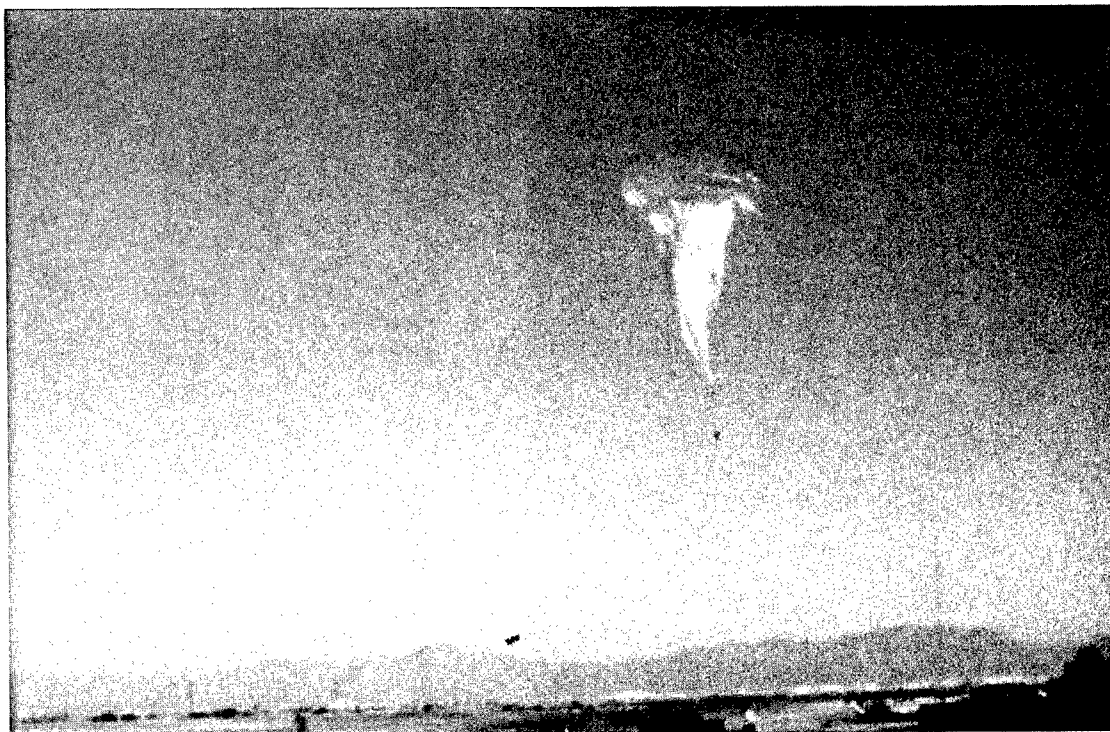
Standard 350-gram meteorological weather balloons in the North Hangar at Alamogordo AAF for use by Project MOGUL in June 1947. Although the balloons themselves were common, the remainder of the equipment on the MOGUL trains was experimental or had been recently placed in service (*see Atch 25*). It would not be unusual for individuals uninvolved in the development of these devices not to recognize them. *Photo Courtesy of C.B. Moore.*



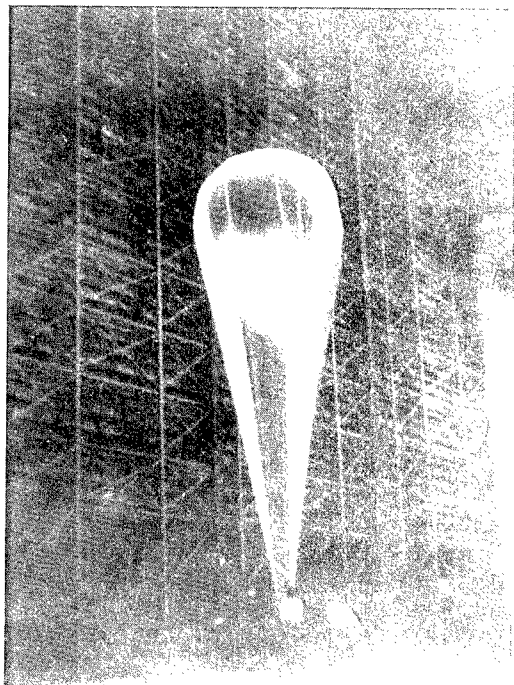
A New York University launch crew prepares a MOGUL balloon train for flight (Holloman AFB, NM, 1948). The three ML-307C/AP corner reflectors (*left*) are of the type that W.W. "Mac" Brazel recovered on a ranch near Corona, NM, in June 1947.



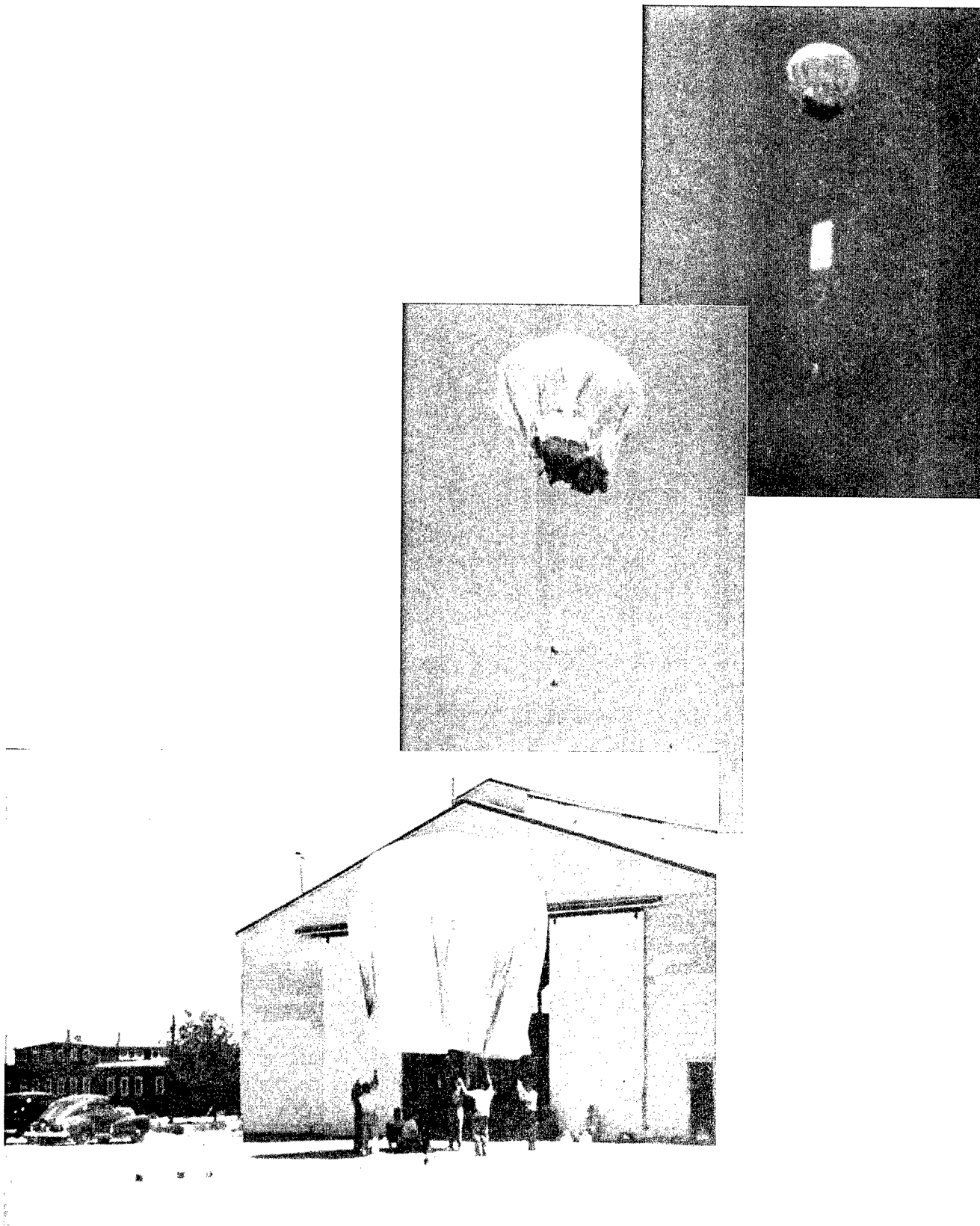
C.B. Moore, New York University Constant Level Balloon Project Engineer (*left and standing*), adjusts an AN/FMQ-1 radiosonde receiver/recorder. The absence of this equipment on the first NYU field trip in June 1947 (it was left behind in New York due to space limitations of the B-17 aircraft) prompted Moore to attach additional ML-307C/AP corner reflectors to MOGUL flights. The addition of the oddly constructed reflectors, intended to enhance radar returns, contributed to the confusion when Mogul Flight No. 4 returned to earth and was mistaken for a part of a flying saucer. Moore (*right and reaching down*) prepares experimental Project MOGUL microphones for launch (Holloman AFB, Alamogordo, NM, July 1948).



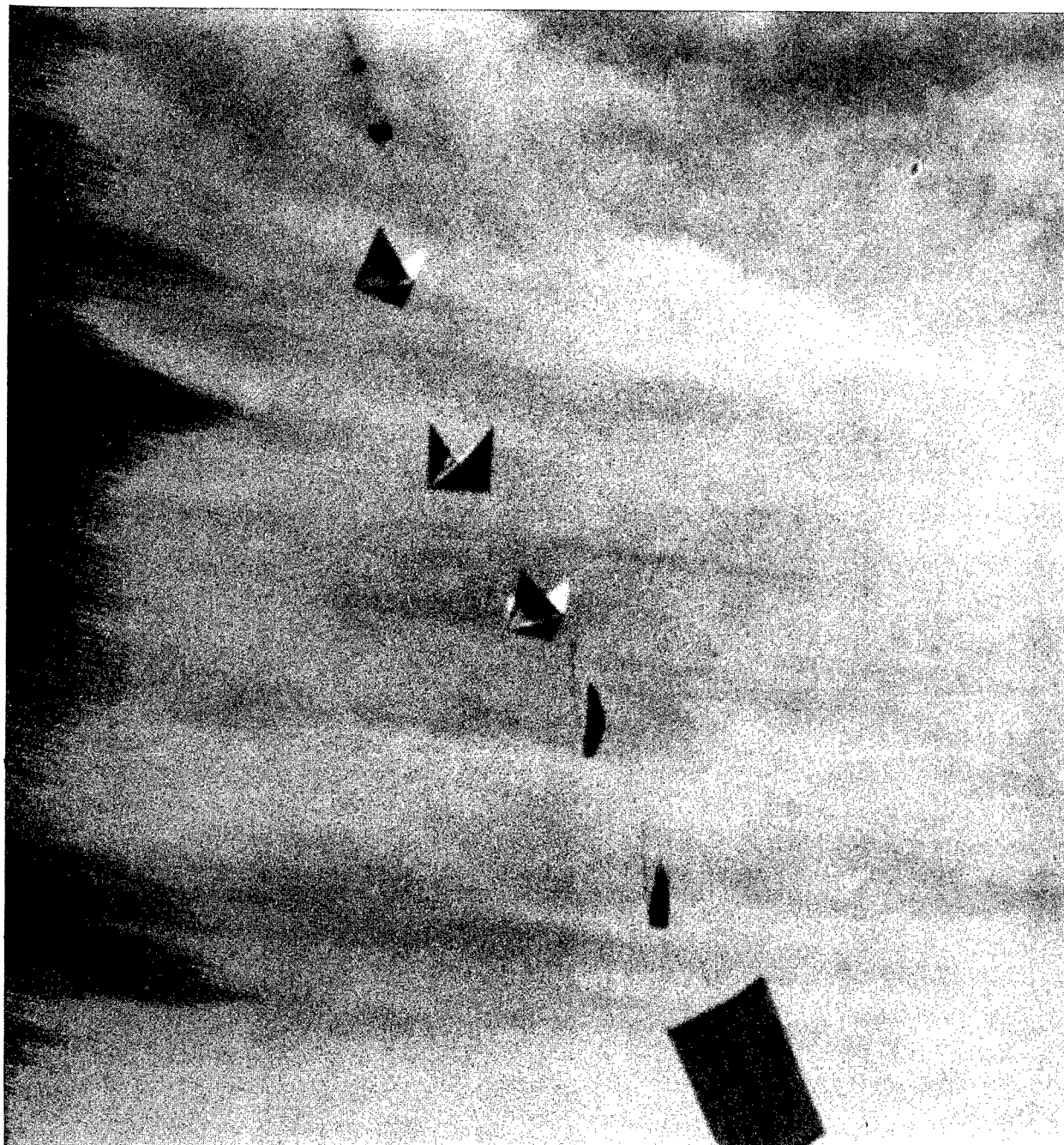
This 15-foot polyethylene balloon (*left*) and 70-foot polyethylene balloon (*above*) are representative of the type used extensively by Project MOGUL. It is this variety of balloon that caused many UFO sightings due to their flat, spherical appearance when viewed from the ground.



A blimp hangar at Lakehurst Naval Air Station, NJ (*left*), contains a Project MOGUL balloon during its preparation for flight. **Lying on the desert floor near Roswell, NM**, in July 1948 (*right*) is a Project MOGUL balloon. Due to the prevailing westerlies, MOGUL balloons often descended in the vicinity of Roswell after launch from Alamogordo. The unpredictability and hazards to aircraft presented by the balloons prompted the Civil Aviation Administration (now the Federal Aviation Administration) to conduct a hearing addressing safety concerns of balloons landing in the Roswell area (*see App 13, pp. 43–44*).



Also used during Project MOGUL were balloons developed by Seyfang Laboratories, the inventors of the first Macy's Thanksgiving Day Parade balloons. These balloons were easily mistaken for flying saucers due to their shape and metallic exterior coating.



Project MOGUL balloon train components (*above*) can be compared with the debris recovered from the Foster ranch and shown at Forth Worth Army Airfield with Maj. Jesse Marcel. Crashed saucer theorists allege that the debris depicted with Major Marcel is not the original debris collected from the Foster ranch. A switch is alleged to have taken place after the material arrived from Roswell AAF. However, detailed analysis and interviews with individuals who viewed and handled the debris verify it to be completely consistent with the materials launched by Project MOGUL and subsequently recovered at the Foster ranch.



Eiffel Tower
PARIS
1056ft

Project MOGUL
Balloon Train
ALAMOGORDO, NEW MEXICO

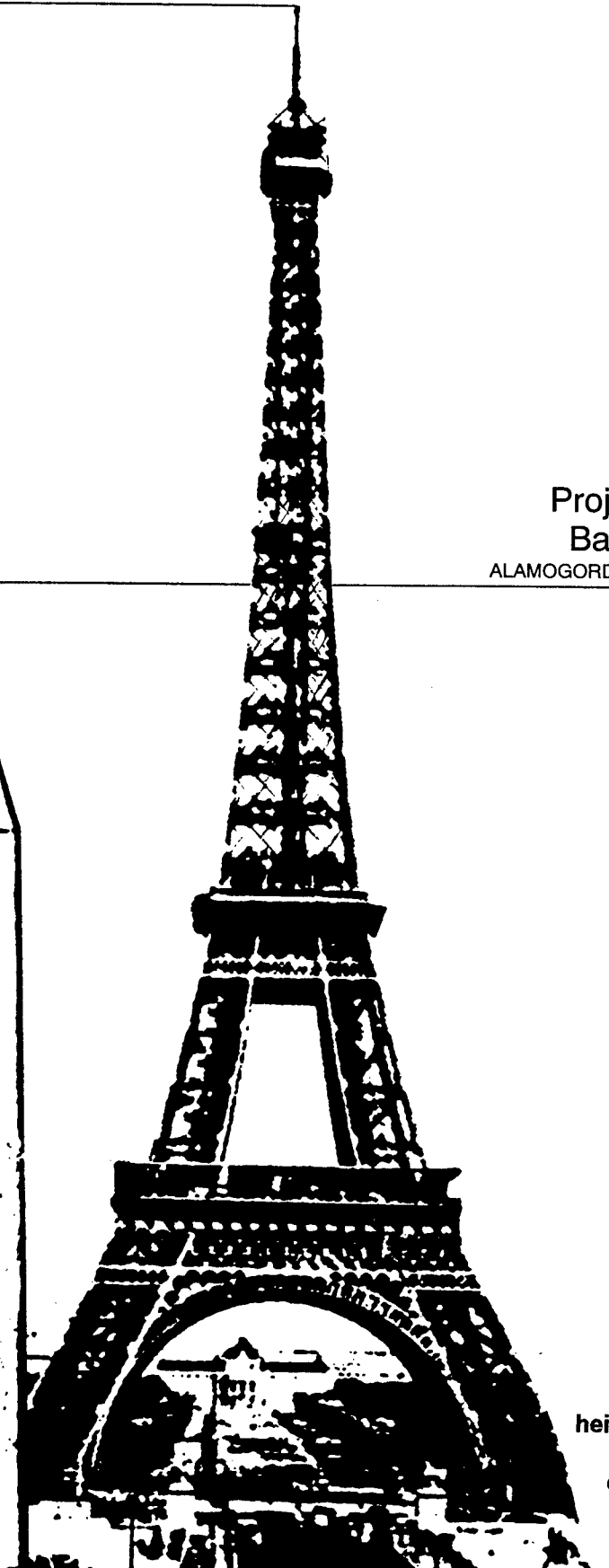
657ft

Washington Monument
WASHINGTON, D.C.

555ft

Statue
of Liberty
NEW YORK HARBOR

305ft



Relative
heights and
balloon
elements
shown
are to
scale

